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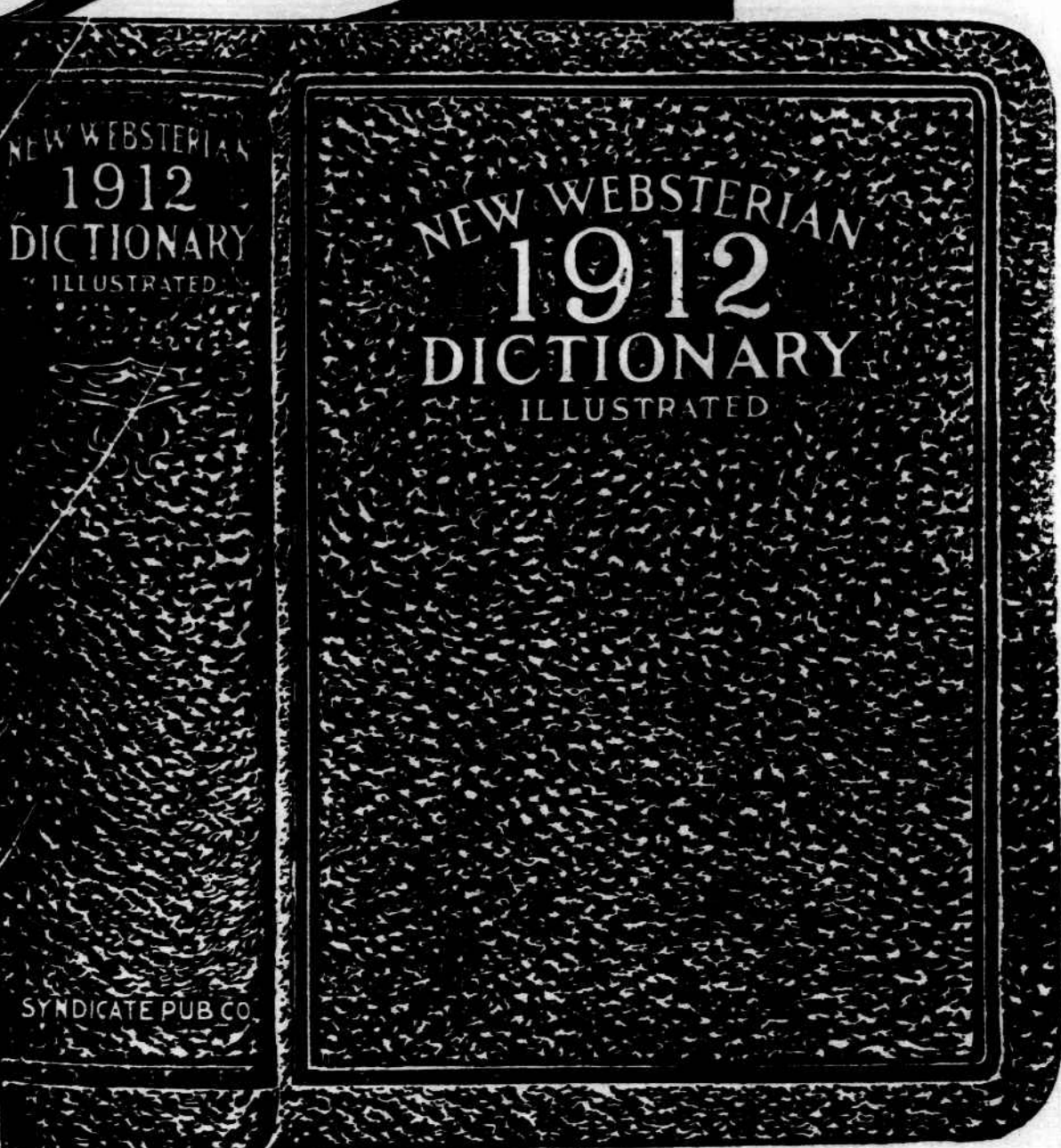
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## ONE PAVING JOB NOW COMPLETED

### Diligent Investigation Finds Only One, Other Streets Being Left Open Months After Contracts Expire—City Attorney Says Bolling Has Ample Authority

Diligent inquiry on the part of a sub-committee of the Council Committee on Streets yesterday afternoon brought out the fact that one street paving contract awarded this year has been completed. In many other locations streets have been opened and left open for months, but only on Ashland Street has any such street again been made ready for traffic. The sub-committee appointed to investigate delays in execution of Street Department contracts discussed in some detail yesterday afternoon a number of contracts in which the necessity of relaying the street car tracks has proved one of the causes of delay. At an adjourned meeting on Friday afternoon the committee will hear from certain contractors awarded contracts in March and April, for alley paving and for curbs and gutters, which work has not yet been touched. Mayor Alsie and City Attorney Pollard were interested spectators at yesterday's session.

**Divided Authority.** The situation, which is a most serious one, is believed to be due in large part to a divided responsibility between the City Engineer and the Committee on Streets. All of the contracts specify that when the work is not completed by the City Engineer, the City Engineer, he may, after notice, cause the contractor to vacate the work and let it to others, or may employ hands and purchase material and complete the job at the expense of the bidder.

Mr. Bolling attempted to follow out the plain provision of the contract, some months ago in the case of L. E. Brown & Co., who were then more than sixty days overdue in completion of curb and gutter work not even begun, but the Committee on Streets overruled him, extending the time to the contracting firm. Since then the contractors have done what suited them, relying on the Committee on Streets to extend their time when the City Engineer complained.

**Second Street Paving.** The first case taken up yesterday was that of Broad Street from Seventh to Tenth. It appeared that the West bound car track had been properly renewed and that the contractor for paving was ready to begin work, but was delayed by failure to complete the new conduit system. It appeared that the cables for the conduits had been ordered and shipped and that it would take only a few days to install them on arrival. The section now opened is only about one-fourth of the contemplated Broad Street paving, but it was deemed inadvisable to open the South side at the same time, or to continue the work for more than three blocks at once. Mr. Bolling reported that the paving contractor had been ready to proceed for the past ten days, the delay being entirely due to failure to complete the conduit system. Until the cable arrives the work is at a stand still.

**On West Broad Street.** The paving of Broad Street from Harrison to Allison Street with the consequent track reconstruction was then considered. Contractor Barry stated that the paving had gone forward as rapidly as the track work

would allow. The work is now about one-half done. The contract was awarded to Barry & Co. for the paving on April 24. Work began June 12, and was to have been completed August 17. It will be the middle of November before the work can now be completed. Mr. Barry stated that he was delayed in beginning work as the city was in controversy with the Street car company as to the method of track reconstruction. He claimed that he has yet fifty-five days in which to complete the job under his contract. He didn't do anything until the railway company was ready with the first section, and there has been no delay on his account or in getting material.

"It looks like the Council and the car company quashed this delay," said Mr. Haddon, of the committee. "The contractor has done all that was possible."

**Chief Engineer.** T. Norman Jones reported for the street car company that the track reconstruction on West Broad Street would be completed in about six weeks, though he had agreed to clear the line and suspend work during fair week because of unusually heavy traffic.

**Delay on Main Street.** The work on Main Street from Fifth to Seventh was taken up, the records showing that the contract was awarded to J. C. Cheatwood for the paving on June 23, and the street car company notified to replace its tracks on June 21. The railway company has reconstructed its tracks, but no portion of the city's part of the roadbed has been paved nor has any of the concrete base been put in. Yesterday Contractor Cheatwood had six negroes on the job, and only a small proportion of the blocks needed for the paving. The street has been open since early in July to the serious inconvenience of traffic. Mr. Cheatwood was not present, but it was stated that he had made a verbal contract with the Old Dominion Iron and Nail Works for the blocks from the Belle Isle quarry.

"We haven't anything to do with where he gets the blocks," said Mr. Haddon. "He contracted to do this work."

Several contractors present were of opinion that Mr. Cheatwood could get the blocks if he would go after them. Notice was sent Mr. Cheatwood to be present at the meeting on Friday.

**San Ample Power.** Says Pollard. Doesn't the committee think that the City Engineer can deal with these problems better than the committee? Interposed City Attorney Pollard. "He is the man who the contract specifies as the arbitrator in all such controversies. The work must be prosecuted to his satisfaction. If he isn't satisfied with the progress being made, he has ample authority to revoke the

contract and award the work elsewhere."

Speaking of the Cheatwood job on Main Street Mr. Bolling said: "There has been nothing but delay on this work. He hasn't had enough block on hand to pave one square since he started. The work was started in July when the street was blocked, and is now only about one-fourth completed." Mr. Cheatwood claims until December 10 to complete the work. Why so long a time was given the contractor on this job was not stated.

"The City Engineer has a perfect right to go ahead and have that work done," said Mr. Haddon. "The contract says that if he is not satisfied he can revoke the contract and re-let the work. No recommendation that we may make will take the contract power out of his hands. It is up to him to get the work done."

The case of L. E. Brown & Co., for granolithic curb and gutter contracts awarded on July 15 and not yet touched was passed by to be taken up Friday.

**Pine Street Paving.** The paving on Pine Street awarded to J. C. Weinbrunn was reported as progressing after much delay. Much of that between the tracks will have to be done over again because of faulty foundation work on the part of the street car company. The contract was awarded April 29 and had not been

touched either by the contractor or the car company up to August 30. Mr. Weinbrunn protested that he had been ready to proceed and had waited for the car company to contract for its part of the paving, which was not done until August 23.

Captain A. B. Guigon explained that his company had awaited action of the Council on its petition to be allowed to change from a concrete base to a broken stone base, but that later had decided not to relay the track on Pine Street. With the consent of the Street Committee, over the protest of the City Engineer, the track was merely put in order, decayed ties being replaced. It had been found in worse order than was expected, and it was admitted that much of the paving had given way because of lack of a proper concrete foundation.

Chairman Vonderlehr called attention to the fact that the Pine Street contract was awarded April 18, and under terms of the contract should have been completed June 10; that the Virginia Railway and Power Company was not notified to reconstruct or repair its tracks until May 23 less than three weeks before the contract expired; that the work was not as a matter of fact begun until August 23, more than two months after the time limit in the contract expired and that it would still take several weeks to complete the construction.

**Let Four Months Go By.**

Captain Guigon protested that his company had not been at fault in asking permission to repair rather than replace its rails.

"This contract laid idle for four months after April 18," replied Chairman Vonderlehr. "It didn't take the street car company four months to ask the Street Committee for permission to replace rotten ties, did it?"

There was some controversy as to when the first notice was served on the car company, and both Captain Guigon and City Engineer Bolling agreed to produce their letter files at the next meeting.

Then came the relief of the evening. The committee called for a report on the work on Ashland Street and was told that it was finished and paid for. True it was completed months behind time, and some of the paving shows signs, but it is the one paving contract the city has awarded this year that has been completed. For lack of time the committee did not go into the paving of Robinson Street, for which contract was awarded last April and which has not yet been touched. The street car company holding that it would disturb schedules to work at three points on its Broad and Main line at one time. Assistant City Engineer Todd reported that of a large number of alleys ordered paved this year, but one has been completed. The street car company cannot "be made the goat" for that delay, nor can it be held responsible for delay in laying granite curbs and gutters in many sections, which

delays the committee expects to investigate to-morrow afternoon.

### HELD FOR GRAND JURY

Shooting Arthur Bolling.

Andrew Allen, a negro, huckster of Hanover County, was held for grand jury action yesterday morning in Police Court for firing into a crowd of colored youths who had been attempting to steal his watermelons. It was said. One of the bullets from Allen's revolver hit Arthur Bolling in the jaw. The shooting occurred on the night of August 23, and created a mild riot, for when Allen had emptied the chambers of his gun he lashed the horse which he was driving into a mad gallop. He was pursued by numerous citizens and the police. He was finally overtaken by Patrolman Jacobini, who chased him in a taxicab.

## BOARD DOES NOT ELECT PRESIDENT

### V. P. I. Trustees Later Will Choose Successor to Barringer.

[Special to The Times-Dispatch.] Blacksburg, Va., September 25.—The Board of Trustees of the V. P. I. met here to-day. All members were present except Messrs Kirkpatrick, Bowman and Eggleston. Routine business was transacted, the committee to select a president to succeed Dr. Barringer deferring its report until a later meeting of the board.

The election of a professor for the chairs of civil engineering and chemistry was left to the board and the president or the college. The board adjourned to meet at the call of the rector.

## DIES RATHER THAN BE TAKEN ALIVE

### Desperate Character of Lumber Camps Killed by Deputy Sheriff.

Lake Charles, La., September 25.—Making good his threat that he would not be taken alive, Charles Smith, alias "Leather Breches," accredited a desperate character about the lumber camps in this section, was shot and killed to-day near Merryville by Deputy Sheriff D. J. Charlan.

Smith was one of fifty-seven men under indictment here in connection with the Grabow labor riot of July when three men were killed and thirty-seven injured in a pitched battle between union and non-union men at the Galloway Lumber Company's plant. Smith was armed with a rifle and two pistols when he fell a victim to the aim of Officer Charlan. When ordered to halt, Smith turned and threw his rifle to his shoulder but Charlan was the quicker and put two loads of buckshot into Smith's body. Smith came here from Texas.

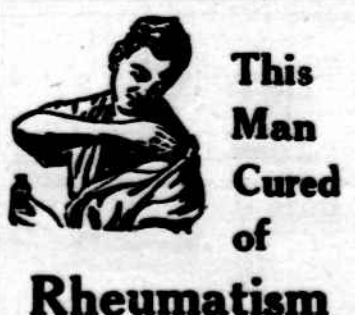
All of the men indicted in connection with the Grabow riot with the exception of Smith are in jail here. The charges against the prisoners, who are members of the brotherhood of timber workers, embrace rioting, murder and conspiracy. The cases are set for trial October 5.

**Meeting of V. P. I.** The regular monthly meeting of the Travelers' Protective Association will be held at the headquarters, Post A. 201 East Main Street, at 8:30 o'clock to-night. A report of the general committee will be received and sub-committees will be elected for the national convention, which will meet in Richmond next year.

Benjamin Franklin said—"A penny saved is two-pence earned"—and yet some people continue to pay 25 to 45 cents for others, when 20 cents per pound will buy

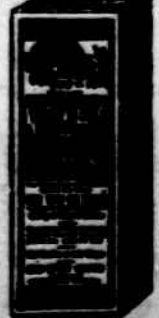
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